

Statement of Fact Concerning Hamilton Unicom Accusations

Unicom Transcript and Statement of Activities

- Airplane 1: "Hamilton traffic Stationair four two one six quebec is eleven to the southeast on the GPS B and we'll be coming for a left downwind for one six"
- Airplane 1: "Stationair one six quebec is gonna be a right downwind for one six Hamilton"
- Airplane 1: "One six quebec right base one six Hamilton"
- Airplane 1: "One six quebec clear one six Hamilton"
- Airplane 2: "And Hamilton traffic Cessna three eight sierra departing runway one six left hand turnout northbound"

The Stationair exited at A2, taxied north and stopped on the taxiway at A1. I was on the North Star side of the ramp in his sight with arms raised offering a parking spot. After 5 to 10 seconds of being stopped, I used my handheld radio to offer assistance.

- Unicom: "Do you need a tie down?"
- Airplane 1: "Negative, I just need fuel"

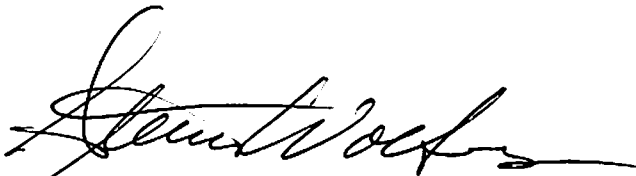
The Stationair then turned left and taxied toward the Viper pump.

- Airplane 1: "Is it okay at the self serve here?"
- Unicom: "There's that one or the Phillips 66 over here"
- Airplane 1: "Are they the same price there?"
- Unicom: "Yes Sir"
- Airplane 1: "Very Good"

The Stationair then taxied past the Viper pump and proceeded to the North Star self serve.

Additional Information

Caldwell was never seen by us at any time during the one half hour the airplane was on the ground. The only person we saw was Max Martz who came charging out of his residence waving and screaming profanities as the airplane was taxing to North Star Aviation. If Caldwell had verified the N number per Mike Rogans' request as he states he did, I would think that he should have at least been competent enough to read the correct tail number. On April 26, 2007, there was no airplane with tail number N42160 that landed at Hamilton, contrary to Caldwell's verified "Memorandum for Record"



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